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INCREASE OF POLISH TRANSPORTATION PERFORMANCE

SWEDEN EXPORTS RAILWAY EQUIPMENT TO POLAND -- Stockholm, Svenska Dagbladet, 27 Apr 52

Kristianstad, 26 April -- Hvilans Mekaniska Verkstads AB (Hvilan Mechanical Shops, Inc.) in Kristianstad, Sweden, has been working for 2 years on the largest order in the company's history, a 2-million-kronor order of transfer tables for Poland. The order was placed in 1948 as a result of the Polish-Swedish trade agreement. Of the 54 fully loaded freight cars of transfer tables to be delivered, 36 have already been sent. Shipment of a third of the remainder is expected to take place this summer. The largest transfer tables require 20-meter-long railroad cars to ship them in.

1950 SATELLITE TRANSPORT PERFORMANCE -- Berlin, Statistische Praxis, Apr 51

The following table shows the 1950 passenger and freight transportation performance of four Satellite countries:

Country	Passenger Transportation	Freight Transportation
	in (percent)	in (percent)
	(1949 equals 100 percent)	
Poland	127	114
Czechoslovakia	--	114
Hungary	125.7	122.9
Rumania	121	119.4

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POLISH RAIL TRANSPORT TO INCREASE -- Berlin, Aussenhandels Nachrichten, 21 May 52

According to the transportation plan for 1952, railroad freight transport of standard-gauge lines will be 13 percent higher and of narrow-gauge lines 18 percent higher than in 1951. This planned increase in transportation performance is closely connected with the great growth of industrial production which during 1952 will increase by more than 22 percent. In 1952, 17 percent more timber will be shipped than during 1951. Agriculture will increase its shipments by 8 percent. Industrial enterprises are being expanded 19 percent so that these large-scale projects also will place increased demands on the railroads.

During 1952, 225 kilometers of new tracks are being laid, 127 kilometers of existing lines are being expanded to double-track lines, while 227 kilometers are being reconstructed or replaced. In addition, 431 kilometers of passing sidings and spur lines are being completed and the trunk lines from Kielce to Zabno and from Pyskowice to Lubliniec are to be put into service.

Particular emphasis is being placed on the electrification of the railroads. Electrification is being carried out on the Warsaw-Blonie and Warsaw-Pluszcz lines, on the Zielonka-Rembertow connecting line and on the Zyrardow-Skierniewice line.

Traffic is also to be considerably improved on narrow-gauge lines. The round-trip speed of cars will increase 7 percent compared with 1951. The planned increase for 1952 in passenger transportation on standard-gauge railroads is 12 percent and on narrow-gauge railroads 13 percent, as against 1951.

POLISH MOTOR TRANSPORTATION TO INCREASE -- Berlin, Aussenhandels Nachrichten, 17 May 52

Freight transport by state motor vehicles in 1951 rose approximately 66 percent over 1950. Despite this tremendous increase, the planned goal was not reached. Passenger motor transport in 1951 rose 48 percent compared with 1950 and thereby considerably exceeded the transportation plan.

Because of improved utilization of transportation space, it was possible to decrease rates for motor transportation by 26.6 percent compared to 1950, thereby considerably lowering production costs of industrial enterprises.

The 1951 performance of long-distance hauling enterprises was 53 percent higher than in 1950.

Motor transportation is to be increased 35.8 percent in 1952 compared with 1951. Passenger transport by bus is to be 13.4 percent higher in 1952 than in 1951. It will be expanded particularly in districts where railroad service is inadequate. More than 300 kilometers of bus routes are not maintained.

GDYNIA-GDANSK HIGHWAY TO BE BUILT -- Aussenhandels Nachrichten, Berlin, 20 Feb 52

The expansion of the ports of Gdansk-Gdynia necessitated the expansion of the communications system between both cities. In addition to the electrification of the railroad to Wejherowo, of which the first section has already been put into operation, a modern highway will be constructed between Gdynia and Gdansk.

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SZCZECIN, DEVELOPS ITS INLAND TRAFFIC -- Berlin, Aussenhandels Nachrichten,  
24 May 52

The great reconstruction projects in Polish seaports will generally be completed in the current year. Through new investments, costs transshipping at seaports were decreased in 1951 an average of 20 percent compared with the previous year. The productivity of harbor enterprises rose 15 to 35 percent. Office personnel was reduced 25 percent.

Transshipping of transit freight in Polish ports to and from Czechoslovakia, Hungary, Rumania, and the German Democratic Republic will increase 35 percent this year. The chief transshipping center for transit traffic is Szczecin, which is gaining importance not only as a seaport but also as an inland port. For 1952 a 230-percent increase in river freight transshipping has been planned for Szczecin. This will amount to 28 percent of all transshipping operations in the port.

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